]श्रीमती सरला माहेश्वरी]

आज भारत सरकार ने जो रास्ता अख्तियार किया है उससे असानी से वह अमेरीका के इस दबाव के सामने भी झुक जाएगी । 9 जुलाई, 1992 को मेरे एक सवाल के जवाब में सूचना और प्रसारण मंत्री ने यह आश्वासन दिया था कि केवल अच्छी और सौन्दर्यबोधक फिल्मों का आयात किया जाएगा । लेकिन अब स्थिति यह है कि विदेशी फिल्मों के आयात को हर तरह के प्रतिबंधों से मुक्त करने की बात की जा रही है । अखबारों में यहां तक कहा गया है कि सूचना और प्रसारण मंत्रालय इन आयातित फिल्मों का पूर्वालोकन तक नहीं करेगा और विदेशी फिल्मों के आयात को पूरी तरह से वाणिज्य विभाग की आयात-निर्यात नीति के अन्तर्गत कर दिया गया है । इसी तरह अप्रैल महीने में वाणिज्य मंत्रालय ने अपनी आयात-निर्यात नीति के तहत विदेशी फिल्मों के आयात का विसरणीकरण कर दिया है । एक ओर तो हमारा मानव संसाधन मंत्रालय नई राष्ट्रीय सांस्कृतिक नीति तैयार कर रहा है और दूसरी ओर सूचना और प्रसारण मंत्रालय का तो इलक्ट्रोनिक माध्यम पर एकाधिकार होने के नाते संस्कृति के क्षेत्र में वैसे ही काफी दखलदांजी शुरू कर दी है ।

मेरी सदन से यह अपील है कि विदेशी फिल्मों के आयात के प्रश्न को शुद्ध वाणिज्यिक प्रश्न नहीं बल्कि सांस्कृतिक प्रश्न के रूप में देखा जाना चाहिए । यदि इसके कुछ वाणिज्यिक पक्ष भी निहित है तो जरूरत इस बात की है कि इस विषय पर कोई अंतिम निर्णय लिये जाने के पहले इन तीनों मंत्रालयों के बीच एक सही समन्वय होना चाहिए और निर्णय लेने में इस पक्ष के सांस्कृतिक पहलू पर ही अधिक महत्व दिया जाना चाहिए । वरना शुद्ध व्यवसायिक दृष्टिकोण से लिया गया निर्णय हमारी आने वाली पीढ़ियों के विरूद्ध सरकार का एक अपराधपूर्ण हमला होगा क्योंकि इससे जो सांस्कृतिक प्रदूषण फैलेगा वह हमारे देश को सांस्कृतिक उपनिवेशवाद के जाल में फंसा देगा ।

मेरी पूरे सदन से अपील है कि वह एक स्वर से इस विषय में सरकार को चेतावनी दे तथा हड़बड़ी में किसी भी प्रकार का अंतिम निर्णय लेने से उसे रोके । सूचना और प्रसारण मंत्रालय बताये कि वह आयातित फिल्मों की स्क्रीनिंग के लिए कौन सा तरीका अपनाएगा ?

श्री विठलभाई मोतीराम पटेल (गुजरात): केवल टी.वी. के आने के बाद इसका क्या महत्व रह जाएगा ?

SHRI SUNIL BASU RAY (West Bengal): I associate myself with the special mention made by my colleague. The Government should make a statement on it so that we can discuss it.

Lack of safety in Private Airlines Operations

SHRI SUKOMAL SEN (West Bengal): Madam, I would like to raise an important issue which concerns not only hon. Members but the entire travelling public in the country.

The Air Corporations Act, 1953 has placed the entire airlines industry in the hands of the Government and section 18 and 19 of the Act provide some safety measures for the aircraft and for the operation of the airlines. It is also provided that no private airlines will be allowed to operate where the Indian Airlines or the Air India operates. But things are changing now. This Act is still in vogue. It has not been changed or amended. Even then, the Government is allowing private airlines to operate in the routes where the Indian Airlines is already operating. And, what are these airlines doing? They are recruiting crew who are over-aged or who are superannuated from the Indian Airlines or any foreign airlines. Such people are being appointed. For the safety of the aircraft and the passengers of the Indian Airlines, there is also a Director-General of Civil Aviation. The Director-General of Civil

Aviation looks into the safety aspects of the Indian Airlines and the Air India. Now, are these private airlines under the purview of the Director-General? What safety measures are being adopted by these private airlines? Are the crew recruited really qualified or are they of proper age? Are the aircraft properly checked? They have no hangers. They have no installations for checking the aircraft to know whether they are in order or not. They do not have all these infrastrure. Even then they are allowed to fly these aircraft. Madam, this is what is happening. If, in this way, private airlines are allowed to operate without proper safety measures, without recruiting proper crew who can man the aircraft, it will lead to severe disaster for the travelling public. What has happened already? There is one airlines which is called the East-West Air Company operating between Bombay and some other city. An aircraft of that airline met with an accident on the 13 July in the Bombay airport itself. So, since there is no check of these private aircraft and since there is no system of reporting by the pilot also as to what is to be checked, these aircraft fly at great risk for passengers. Not only that. These airlines purchase rejected aircraft from other countries. They buy aircraft which are 20 or 25 years old, aircraft which are not air-worthy. This is a severe hazard and risk for the travelling public.

Madam, I would like to draw the attention of the Government to this aspect. Without amending the Air Corporations Act, 1953, how is the Government allowing private airlines to operate in those sectors where already the Indian Airlines is operating? What are the safety aspects of these private airlines? Without ensuring the safety aspects, these airlines are allowed to operate. And, now it is reported in newspapers that the Indian Airlines is withdrawing one-third of its services from different sectors. That means, one-third of services are withdrawn from the public sector and these will be handed over to the private airlines, most probably. What regulations, what rules, are there for the private airlines? What are the safety measures? How will the crew be recruited? How will the pilots and air-hostesses will be recruited? What are the criteria? All these aspects have not been decided upon. Nothing has been said in Parliament. Without going through Parliament, without amending the Airlines Act, the Government is going in this way and is allowing private airlines to operate.

Madam, this is a serious matter. Already the Indian Airlines aircraft are meeting so many accidents and crashes. If these things go on, what the private airlines will ultimately lead us to, nobody knows. I would like to draw the attention of the Government to this matter and say that they should take it very seriously as this is playing with the lives of the travelling public.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): Many passengers tell me that they are very happy with the airlines. Anyway, the safety aspect will be looked into.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): Mr. Mishra. There is only one minute left for the lunch-hour. Do you want to begin now and continue after the lunch-hour?

SHRI SHIV PRATAP MISHRA: I will speak after the lunch-hour.

THE VICE-CHAIRMAN (SHRIMATI JAYANTHI NATARAJAN): The House now stands adjourned for lunch till 2.30 p.m.

The House then adjourned for lunch at thirty minutes past one of the clock.

The House reassembled after lunch at thirty-three minutes past two of the clock, The Vice-Chairman (**Shri M. A. Baby**) in the Chair.

SPECIAL MENTIONS—CONTD.

THE VICE-CHAIRMAN (SHRI M. A. BABY): Now, we will start with the Special Mention of Shri Shiv Pratap Mishra.

Housing Policy for Weaker Sections

SHRI SHIV PRATAP MISHRA (Uttar Pradesh): Mr. Vice-Chairman, Sir, I am grateful to you because you allow me to raise the issue of Housing Policy for the weaker sections in the country. The new Housing Policy is to be discussed in the House and the Government desires housing to be a priority area for development so that the middle class, the lower middle class and the weaker sections can get dwelling units to live in, which was the plan of our departed beloved leader, Rajiv Gandhi.

There has been a misuse of funds of the housing refinance institutions like the National Housing Bank whose primary objective is to augment the housing stock in the country. More than 1,100 crores of rupees of these apex institutions have been misused for share market speculation.

The Goversment has not appointed a full-time Chairman of the NHB since February, 1991. The Executive Director is also superannuated on contract. Moreover, the NHB is functioning from two bipolar corporate offices from Delhi and Bombay. This has an adverse effect on the working of the NHB. Is the Government aware of the adverse impact of not having a full-time Chairman on the functioning of the NHB?

The Second Report of the Janakiraman Committee on the securities scam, appoined by the RBI, has brought out that the top management of the NHB had abdicated its responsibility. In this situation why is the Government not taking immediate corrective steps and appointing a proper top level management team headed by a full-time CMD? What is the performance record of local development agencies like the Delhi Development Authority? What is the backlog of housing due from their end under the various booking schemes announced by them? What is the period of delay and what is the reason for the delay?

The poor people of Delhi are suffering acute hardship. As we all can see a number of jhuggi jhompri clusters have come up allover Delhi where no civic facilities like water, sanitation, medical, etc., are available and because of which a number of children are dying of infection and exposure. In the past, you may recollect, a number of fires took place in these clusters last summer resulting in an immense loss of property and life. So, please identify the present shortage of housing units in Delhi for various categories of population as on date, the expected requirement of additional housing units during the next five years, the number of completed housing units which the DDA is expected to provide annually. I would like to know whether the programme of DDA will be sufficient to meet the backlog and the growth in demand for housing units in Delhi. If not, what are the other measures the Government proposes to take to associate the private developers and builders with the programme for stepping up the availability of housing units in Delhi and relieving the shortage in Delhi? With the growth of Delhi as a major employment centre, thousands of rural people are migrating to Delhi in search of jobs. All of them require dwelling facility. How is this growing demand going